

THE Pacific Commercial Advertiser

A MORNING PAPER.

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EDITOR

MONDAY : : : : : MARCH 14

SUGAR.—66 Degree Test Centrifugals, 4.30c. Per Ton, \$87.20.
88 Analysis Beets, 11s. 5/4d. Per Ton, \$102.20.

U. S. WEATHER BUREAU, March 13.—Last 24 Hours' Rainfall, .00.
Temperature, Max. 77; Min. 63. Weather, fair.

WAIKIKI BEACH.

The movement that has been started to clean up Waikiki beach and clear the crowd out of the waters of the famous resort is one that should meet with the approval of every resident of Honolulu. It is a movement that means dollars and cents to the people of Honolulu, a simple business move that in the end can not fail to increase the public and private revenue.

Next to our climate, Waikiki beach is probably the most valuable asset of this city from the standpoint of tourist trade. It is a resort which, by the indefatigable efforts of the promotion committee, has been advertised all over the world, and generally about the first question asked by a newly-landed tourist is how he can get out to Waikiki.

Waikiki beach is now in decidedly bad condition. It is unkempt, its sands strewn with rubbish and rotting, foul-smelling seaweed, and its waters dotted with knife-like edges of coral that wait for the feet of the unwary.

Any other city with a beach of equal natural attractiveness and waters of anything like the velvety softness of those surrounding Hawaii would look upon them as an invaluable asset and make the most of them. Honolulu, for some reason, has neglected the asset and is wasting its opportunity.

Just how the beach is to be kept clean and the coral removed is the question with which those who demand that Waikiki be restored to its former glory are struggling. The hotels certainly ought to do their share, but the public should take its part in the work and bear its share of the expense.

The city and county fathers are spending \$14,000 a month on the roads. Good roads are a valuable asset in attracting tourist trade, but they are not everything. Perhaps the devotion of a part of that \$14,000 a month to the cleaning up of Waikiki beach might help to solve the problem. Perhaps some other method may be discovered for paying the cost, but something should be done.

A CHRONIC AGITATOR.

Recent developments indicate that Nachrin, the self-appointed Moses who would lead the Russians out of an imaginary bondage, has rather overdone the leading business since he first trod the sunny shores of Hawaii. He tried his little game on Col. Sam Johnson, only to come to grief, and since then he has evidently been looking for other fields in which to exercise his trouble-making talents.

Just how much of the Makaweli trouble is of Nachrin's making it would be interesting to know. The man is a plausible sort of a talker, and his stories evidently have weight with the Russians. He is the sort of a man who can do immense harm if allowed to carry on his operations unhampered.

Nachrin speaks just enough English to have standing with those Russians who are totally ignorant of the language, and he shows enough of the traits of the sea lawyer to huddle over unimportant matters in a learned way. Just where he hopes to profit by his line of policy is not patent, but it is evident that he has managed to get a goodly number of the new immigrants under his thumb.

With this troublemaker out of the way, it is not improbable that the problem of handling the immigrants would be greatly simplified, and it would seem as though Nachrin might reasonably be looked upon as a fit candidate for deportation.

THE AMERICAN-HAWAIIAN COMPANY.

The presence in Honolulu today of General Manager Dearborn of the American-Hawaiian Steamship Company recalls the strides made by that line from small beginnings seven years ago to its present magnitude, for the company's fleet has grown from four to twenty-one fine freighters. The fleet has been created to meet the requirements of the islands and is giving the sugar shippers the best opportunities and service for getting the sugar output to the mainland. Without much horn-blowing, the American-Hawaiian company has met every requirement of its sugar-carrying contracts by building or chartering additional vessels. As the contracts grew the fleet became larger, and Honolulu has watched the giant freighters pass in review for several years. The Tehuantepec railway route became possible largely because of the big sugar-carrying contracts of the American-Hawaiian line. After developing a New York via Tehuantepec and a San Francisco trade, the company went north to Puget Sound and opened up a new market.

Judging from his pieces in the paper, says the Los Angeles Times, the Rev. Dr. Robert Jones Burdette, formerly of Pasadena, is having the time of his life in the neighborhood of the South Seas.

Our Lake Commerce Gains

Christian Science Monitor.

Our domestic commerce on the Great Lakes last year just fell short of 90,000,000 net tons. While about one-third larger than for the year before, this tonnage was 2,500,000 tons below the record for 1907, the biggest total in the history of lake trade. An analysis shows that by far the greater part of the freight consisted of bulky and lightweight traffic. This was particularly true of the eastbound shipments of iron ore and grain and the westbound shipments of coal. In iron ore shipments Duluth bore off the palm with 13,260,000 gross tons. The total was 46,332,677 gross tons, a slight gain over 1907 and a vast increase over last year.

Over 57 per cent. of the annual wheat shipments proceeded from Duluth and Superior, and over 84 per cent. of the domestic lake shipments of corn were from Chicago. Domestic grain shipments during the past season totaled 118,203,700 bushels. The lumber shipments for the year fell about one-third below the average for the preceding five year period, notwithstanding the large demand for this material in the middle West and East. It is noteworthy that the average freight rates for the past year on hard coal from Lake Erie ports were higher, those of soft coal lower, than during 1908.

The annual movement of un-bagged, chiefly packages, freight shows a large increase, the total being 7,534,693 net tons, far exceeding any previous year. The aggregate outward-bound vessel tonnage was greater than ever before, between domestic lake ports, although the number of vessel departures has been exceeded. The freight tonnage of the South Ste. Mails (Michigan) and Ontario (Canada) vessels was 40 per cent. in excess of lake tonnage in 1908, and the vessel tonnage reported by the canal authorities was larger than for any previous year. There was a 33 per cent. increase in the freight tonnage of the Detroit river. The gain in the total lake shipments was about 34 per cent. as compared with 1908.

"But do you think," asked the visitor in the head option town, "that prohibition really prevents?" "Well," replied the native, "it prevents a fellow from getting the best of whiskey, but it doesn't prevent whiskey from getting the best of him."—Catholic Standard.

Wogges—You seem to be very proud of your youngest son. He must be a very remarkable youth. Wogges—He is. Judging from the papers, I think he is the only twelve-year-old boy in the country who hasn't invented a perfect wireless telegraph, submarine boat, or a machine—Puck.

The younger lady said spitefully, as she sat beside the other during a wait— they were both waitresses: "I wonder, dear, if I shall lose my looks, too, when I get to be your age?" "You'll be lucky, if you do," snapped the older lady.

Sculptor (to his friend)—Well, what do you think of my last? Fine piece of marble, isn't it? Friend—Magnificent! What a pity to make a bust of it! It would have made a lovely washstand.—Tit-Bits.

KALAMAMU TAKES PARTY DOWN TO PEARL HARBOR

The cruiser Kalamam II, made a trip to Pearl Harbor yesterday, a number of guests being taken in the handsome torpedo boat looking craft by Commander Jaeger of the Hawaii Yacht Club, with Harry Lyne at the wheel, and Clarence Waterman and C. Dunkelhauser as deck hands. The run down from Honolulu was made in quick time. The entrance to the channel shows perfectly, a wide blue strip of water, against the shallow looking water on either side. The channel is quite straight except in the vicinity of Queen Emma Point and further up the channel where much work is yet to be done. The new appropriation for dredging will enable the contractors to dredge off the projecting Waipio point and with this out of the way the water thoroughfare from sea to lagoon junction will be comparatively straight and easily negotiable by the battleships.

Pilot Lorenzen was deeply interested in the channel and made mental observations of points and landmarks. Although a pilot for vessels entering Honolulu harbor for many years, he has not been in Pearl Harbor or made a trip up the channel for a quarter of a century.

As the Kalamam II, passed by the Waterman wharf, where the dredger South Bay is moored and several big saws and barges find moorings, the guests were given an ovation by a large crowd on the wharf, the guests of the employees of the Hawaiian Dredging Company, who gave a luncheon yesterday in honor of the new appropriations to come. The guests were transported across the channel in launches and spent the day at the pavilion on the west shore where they had a big luncheon and plenty of music and all kinds of fun.

POLICE FORCE FOILED AGAIN

Smooth Trick to Nab Paikau Players Spoiled by Ewa's Peace Officers.

Yesterday morning a lone engine scuttled down over the O. R. & L. track to Pearl Harbor with nine members of the Honolulu police force hanging on to it, mostly by the skin of their teeth. They were bound on a raid, contemplated for some time, but not carried out until yesterday.

The engine not only acted as the medium of transportation but as a stalking horse for the detectives, who had found it impossible to get up to the supposed game in any other manner. The scheme was McDuille's, who drew it up after going down to the scene of the supposed game and looking over the ground. The game is probably one of the biggest earned on in the islands, and although the Ewa police have made several attempts to get the men, they have never succeeded.

The house where they play is in the middle of a rice plantation about fifty feet from the railroad track. Everything around is perfectly open, and the track is almost the only means of getting to it, other narrow paths leading through it, but all are impracticable.

A watchman was stationed on the track, who stopped the game whenever trains came by from Ewa, but paid no attention to trains from the other direction. Therefore, McDuille ordered the light engine out immediately after the 11:02 train got in yesterday morning.

Just before they got to the house the engine was stopped and the detectives got possession of the house on the outside of the fence, where they could drop off at a moment's notice. As they approached the house everybody ducked, and as they passed the engine showed down and the nine men tumbled off in a body and made a rush.

Forty Chinamen were innocently smoking a pipe in the house supposed to shelter the wicked paikau game. It seems that an Ewa police man had chased a horse over the fields an hour before and scared the game off. The same thing happened a week ago yesterday. McDuille being all ready to go down with the engine when his informant came up to tell him that a couple of Ewa policemen had driven by and scared the game off.

Apone learned that there had been over forty playing the game all morning, which makes it all the sadder, as the engine dodge will never work again and it will be harder than ever to catch them.

Pinched in the Park.

Nine boys were arrested by the police at 2:30 o'clock yesterday morning in the Park Theater, where they were having a high old time all by themselves. The charge on the police blotter is vagrancy, but that may be changed to gambling, as there is reason to believe that the nine were engaged in the vice sin hours in waging the goddess Fortune to the tune of several sense a throw.

Two of the boys, K. Hoppell and Manuel Antonio, are employees of the theater, which probably accounts for the presence of the boys in the place. The nine arrested are S. A. Palani, William Johnson, K. Hoppell, D. J. M. Antonio, E. Hoppell, J. Miller, P. Ana and Manuel Palani, Jr.

However, the informant learned that some of the players had gone up to a house in a building given further to the fact and that of a "cure" and the detective had been sent off through the trees and into a field. There he was met by the boys. One little talker made his getaway with Apone, beating all sprinting records after him.

and plenty of music and all kinds of fun.

With so many dodgers at this wharf, one needs but first signs of activity along the Pearl Harbor channel route. Watertown, the village occupied by employees of the dredging company is half concealed in a grove of eucalyptus. The great twelve-inch-guns are hardly discernable, only the big emplacements showing above the trees.

The next sign of activity is the sight of the dredger where the two schooners are discharging materials. The Kalamam II, went close in and photographs were taken of the unusual spectacle of a four-masted vessel at anchor in that portion of the harbor.

The engines were entertained at lunch at Mrs. B. M. Allen's peninsula home, a luncheon fit for a President and cabinet officers being served in the cool bungalow. The return trip occupied one hour and fifty-five minutes, the voyage including a visit off Waikiki about opposite the Moana Hotel. Just in the line of breakers the Kalamam II, showed her fine sea-going qualities. After venturing in as far as was safe, the vessel was turned about to head for the open sea. As she swung the Kalamam II, was caught by an unusually big roller which heeled the cruiser far over on her side, but she righted immediately and responded to her engines and rudder beautifully.

Homeward Pennant.

The "wireless mast" was adorned on the return trip by a homeward-bound pennant hoisted by Deckhand Waterman, and a clysmic bottle in honor of Deckhand Dunkelhauser, because the clysmic bottle and Dunkelhauser were regarded as possessing the same shape. Among the guests were C. W. C. Deering, Pilot Lorenzen, K. R. G. Wallace, Tom King, C. M. V. Forster, J. F. Bergstrom, C. S. Crane, A. P. Taylor, Mr. Hamilton and Gus Schuman.

The little fat pake had a queue which came handy to Apone's clutching fingers whereupon the l. f. p. came gracefully back.

McDuille set their ball at \$15 each, which all except two secured. Meanwhile the engine came back with a coach that it had picked up further on and which had been provided for the forty paikau players. The two lone Chinamen were crowded in and all was serene. Nine dollars odd was secured in evidence.

"RISE AND FALL" IS IMMORTAL CLASSIC

Doctor Burdette's Greatest Lecture Has Been Famous for Third of Century.

Thirty-four years ago Bob Burdette of the Burlington Hawkeye took to the lecture platform with "The Rise and Fall of the Mustache." Tonight the Rev. Robert J. Burdette, D. D., will deliver the same lecture at the opera-house. In the third of a century that Doctor Burdette has been telling the public the story of a boy, a story as old as the world, that same public has never shown signs of weariness. "The Rise and Fall of the Mustache" has become a classic, but it is not a classic of the sort that is shelved. Thirty-four years old, it is as new as on the first day that it was delivered. "The enemy of gloom" Doctor Burdette has been christened and a deadly foe to gloom he has always been. Many a sick bed has been made brighter by a visit from the parson-humorist and many a tired heart has received fresh energy from the preaching or the writing of the apostle of joy. To make the world a little cheerier, a little better to live in, has been the chief aim in life of Robert J. Burdette.

Doctor Burdette is the type of man from which leaders are chosen; he is a natural leader of men. As a plain private during the civil war he led a forlorn charge on an entrenched position, and the charge was successful. Since then he has been leading charges, some apparently equally forlorn, with equal success.

As an editorial writer he was noted as a man with a pen of finest temper, a pen which could demolish mountains of sophistry with one stroke, and yet that demolition was never accomplished by personal attack or abuse. The greatest power of the writer lay in his ability to gain his point without vicious thrusts. The keen reasoning and powerful writing of the editor of the Burlington Hawkeye made that paper famous throughout the country while Robert J. Burdette was at the helm. The Brooklyn Eagle believed its greatest fame while Robert J. Burdette was its editorial writer.

For thirty years Robert J. Burdette worked steadily in the fields of literature and journalism. Then, when the evening power of his pen was at its height, when publishers were ready to pay almost any price for the product of his pen, he laid aside his work which promised greater financial returns than ever before, and accepted the call to the pastorate of Temple Baptist church in Los Angeles. In that enterprise he labored harder than he ever and when monetary gains were the goal and he did not give up the work until failing health warned him that he must take a long rest.

THE MAILS.

Mails are due from the following points as follows:

San Francisco—Per Mongolia, today.
Yokohama—Per Nippon Maru, March 19.
Vancouver—Per Matsuyama, April 2.
Colon—Per Maracaibo, March 29.

Mails will depart for the following points as follows:
San Francisco—Per Larkton, tomorrow.
Colon—Per Matsuyama, April 2.
Yokohama—Per Mongolia, today.
Vancouver—Per Maracaibo, March 29.

BIG MAN IN Y. M. C. A. COMING ON MONGOLIA



JOHN S. MOORE.

Secretary of Y. M. C. A. International Committee arriving this morning.

One of the arrivals on the Mongolia this forenoon will be John S. Moore, one of the secretaries of the international committee of the Y. M. C. A., who is coming here at the request of the local organization.

During his stay here, which will last about three weeks, he will pay especial attention to the military side of the work. In all large cities where there are military posts, the Y. M. C. A. has splendid buildings for the accommodation of the boys of the service and Honolulu is almost the only city where these are lacking. Moore will draw up a report on the local question which he will present to his committee.

He will also go over the plans which the local Y. M. C. A. has for its improvements and will probably extend much advice as to the building of the new structure which will become its home.

On March 16 he will give a lecture at the Central Union church on the "World-Wide Movement" of his organization. It will be illustrated by stereopticon slides and will be highly interesting.

On the afternoon of the 15th he will meet the directors of the Y. M. C. A.; on the 20th he will speak again at the Central Union church; on the 21st he will address a rally at the Y. M. C. A.; on the 24th he will confer with the trustees and directors at the home of F. J. Lowrey.



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